

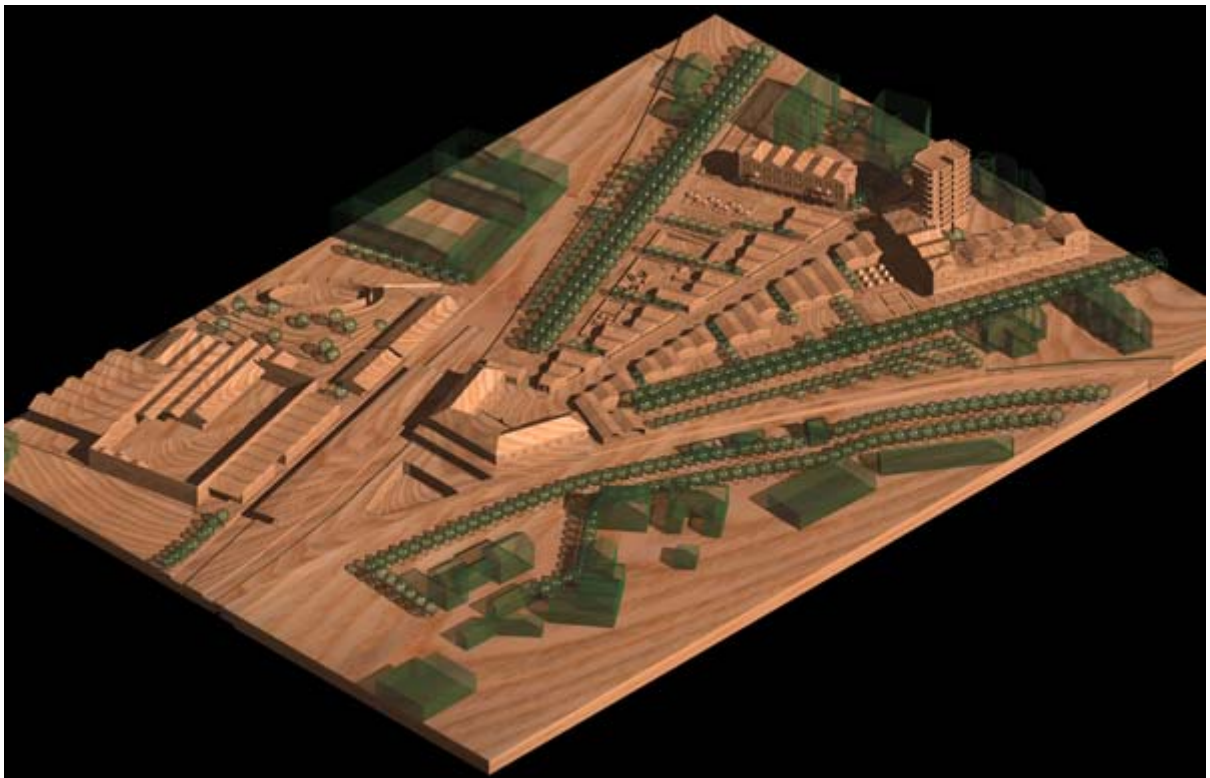
POLITECNICO DI TORINO
SECOND SCHOOL OF ARCHITECTURE
Master of Science in Architecture (Environment and Land)
Honors theses

Mondovì: hypothesis of redevelopment the surrounding area of the railway station in Altipiano

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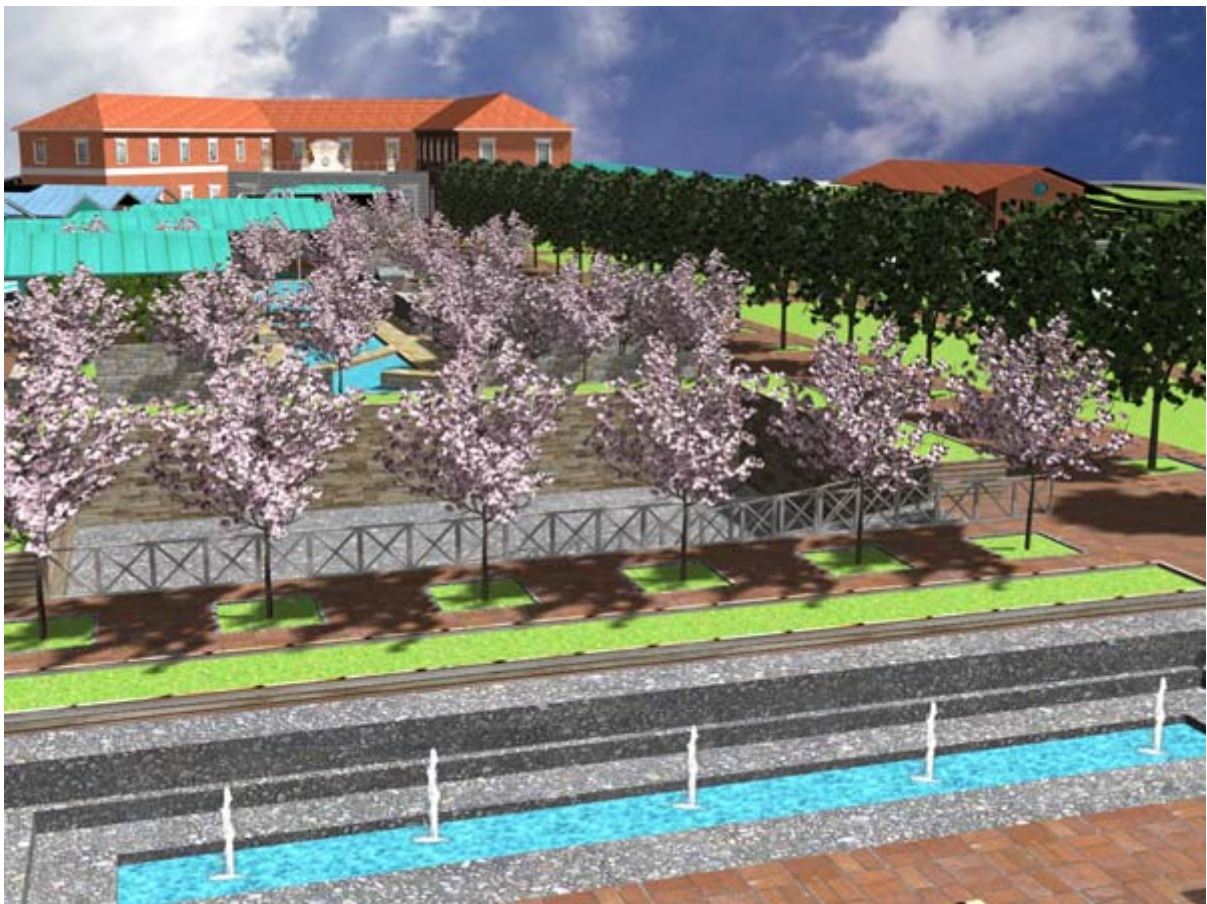
The project area is situated between two railways tracks of the Turin Savona line and the Bastia - Mondovì – Wedge line. And the last one, currently abandoned and neglected since 1986, we are looking for to reuse in our project. We propose to replace the old railways with a new metropolitan railway service to improve the connection between the different city districts and by the fact itself to heal the existing fragmentation of Mondovì. The delicacy of the issues makes us to concentrate our attention on the surroundings of the Mondovì Altipiano railway station.



Volumetric view of project

The actual configuration and the conclusions from the various analyses we made show not a very pleasant situation; we define this space as an urban void without any precise function. Besides, the insufficient maintenance, antiquity of the various structures, bad street lighting system and lack of environmental technologies show that it is necessary to reconsider the answer for the urgent need of the contemporary society.

The project includes the rearrangement of the open space to rationalize its viability; the reconstruction of the façades of the buildings built in '60 - '70; the project of the new metropolitan railway service and the organization of the area behind the existing railway station. Regarding to the public square (currently occupied by a levelled ground car park with poor landscaping) the objective becomes to use the unexpressed potentials aiming to realize a new space, a fulcrum of the interests of the economic, social and cultural affairs.



Render of Project – Full view

The space converted to the public square - garden presents the following characteristics:

- **Entirely pedestrianised** (apart from central route designated for the transit of shuttles, rescue service and taxi), changing the present ground level car park into underground parking.
- **Easily accessible** - by eliminating the existing architectural barriers.
- **Geometrically organized** - the area uniformly divided into two areas, using the idea of historical symmetrical Italian garden.
- **Functionally organized** - the spatial order achieved by the placement of three longitudinal axes which connect the station with interconnecting smaller pathways. The hierarchy of the routes is subsequently underlined by the usage of different vegetable samples.
- **“Contructions”** amplifying green pergolas along the sides of the central pathway give a new space to be used for the different activity. One of them could be dedicated for the central building of the new metropolitan railway service.



Render of project - "The view towards the station"

- **Ecosustainable** - thanks to the application of ecological materials, to the constructive typologies (dry assemblage type) aesthetically non invasive, through to the employment of systems for the electric energy production. The materials used for the pavement of roads, sidewalks, parking lot, etc have the high values of albedo to reduce the superficial temperatures which affects the external comfort, and to reduce the solar loads for conditioning the open and closed spaces. For the same reason we propose to place on the square some forms with water, atomizers and fountains.

The area of intervention is extended beyond the track limits and includes the public square on Fossano Street, where we assume to insert new functions integrating area with the neighbouring.

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